

AMENDMENTS TO THE SPECIFICATION

Please replace the first paragraph on page 7 with the following amended paragraph:

In FIG. 1 a wheeled object 10 with a stabilization system 12 according to the invention is shown. The wheeled object 10 includes a container or luggage body 11, with primary wheels 14A, 14B and secondary wheels 16A, 16B mounted thereto. Primary wheels 14A, 14B provide rolling support for the luggage body 11 and are positioned in a forward direction such that they can facilitate forward rolling movement as the object is pulled. Secondary wheels 16A, 16B are offset to provide anti-tipping stabilization.

Please replace the second paragraph on page 7 with the following amended paragraph:

The secondary wheels can provide stability to any wheeled object. Exemplary objects include luggage, carts and automobile trailers. The wheel object may include those towed by hand, by animal or by machine. Preferably, the wheeled object is luggage. Any type of wheeled luggage can benefit from the addition of the secondary wheels of the present invention, including both modern carry-on luggage and the classic suitcase with wheels.

Please replace the first full paragraph on page 8 with the following amended paragraph:

In FIG. 4, a side view of a stabilization system 12 according to the invention is shown to illustrate that secondary wheel 16 can be of a different size than primary wheel 14 and that it can be forwardly (or backwardly) offset relative to the primary wheel. One set of preferred ranges for the diameter D_s of the secondary wheel relative to the diameter D_p primary wheel is discussed below. The desired offset R will vary with the size of the luggage and wheels, the normal pitch of the object when the primary wheels are engaged, and the desired rolling angle (at which the stabilized system is engaged). Typically R will range from zero to about $0.7 D_p$, more preferably from about 0.1 to about $0.5 D_p$.

Please replace the fifth paragraph on page 7 with the following amended paragraph:

FIG. 3 provides a bottom view of the wheel pair of FIG. 2, showing that the secondary wheels 16A and 16B rotate about secondary axes, ~~18A and 18B~~ 26A and 26B, respectively that are distinct from the primary axis 20 of the primary wheels 14A and 14B. Although primary

wheels 14A and 14B are shown connected to a common axel 22, it should be clear each wheel can just as easily rotate about an individual axel disposed along the common primary axis 20 to effect normal rolling movement of the object. In the embodiment of FIG. 3, the common axel 22 further includes linkages 24A and 24B to secondary axels 26A and 26B 18A and 18B; however similar linkages between individual left and right primary axels and their respective secondary axels can be used substituted. Moreover, as discussed in more detail below in connection with FIG. 5, the primary and secondary axels need not be connected at all. The construction of yet further alternative mounts and rotational axels will be apparent to one skilled in the art.